

MEMPHIS APPEAL.

SATURDAY MORNING, JUNE 15, 1872.

DEMOCRATIC EXECUTIVE COMMITTEE.

There will be a meeting of the Democratic State Executive Committee in this city, at eleven o'clock in the morning of Wednesday, June 19th. Every member of the committee is requested to be present.

JOHN C. BURCH, Chairman.

ST. LOUIS OR THE GREAT PACIFIC.

St. Louis seems little disposed to have direct railway connection with Memphis. Louisville and Cincinnati find in Memphis the richest and most generous consumer and distributor of their products, and while rivers give us direct access to these cities, Northwestern railway lines are not the less over-crowded with freight and passengers. Bacon, Flour, and Western manufacturers of all descriptions, as well as iron and coal, are drawn by Memphis from the East, and simply because we have no direct railway line to St. Louis. We would prefer to have in Cincinnati, Pittsburg, Louisville, and St. Louis competing markets, but such is the fact that when quickness of delivery becomes an important element of value in a commodity Memphis must buy from Louisville or Cincinnati. St. Louis absolutely wastes wealth and energy in erasing the necessity of a direct connection with Memphis. Wise as the city has been, and full of enterprise, it is strange that St. Louis railway builders do not direct at least one single line from the great central city of the continent to another half-by-sixty thousand inhabitants, and controlling trade involving eighty millions annually. Memphis is not made thoroughly, as it is partially by the magnificent Memphis and St. Louis Packet Company, a most prosperous suburb of St. Louis, and the other two progressive cities the latter for lack. No one denies the utility of the packet line, and yet there are commercial tasks of which it is incapable, and, moreover, exacting upon its resources. If Memphis had direct railway access to St. Louis, it would be multiplied by railway lines, enriching the country and promoting intercourse between the two cities. St. Louis is surely bold, or thoughtful, or confident, vast distances overlooked with acquiescence of commercial wealth. If Memphis had direct railway access to St. Louis, the scheme of connecting Memphis and Kansas City would not have been conceived and popularized. St. Louis renders the construction of the purpose an imperative necessity. While St. Louis proposes to extend lines on either side of Memphis into Southeastern and Southwestern States, always avoiding Memphis, Memphis directs lines west and northward to St. Louis, that Kansas and Northwestern States and Territories may have cheaper routes to the ocean and direct access to the South, which connects with the great produce articles exported from the Northwest. Four different railway corporations, from different points west of St. Louis, are engaged in the construction of roads designed to reach the Mississippi at Memphis. (The resources of these corporations are not accurately advised; but that St. Louis's selfish, all-grasping policy is not to be doubted. Lower rich Memphis may become St. Louis, if the commercial relations of the two cities be most intimate, will gain most next after Memphis by the prosperity of Memphis. Memphis, naturally a lower fallow of St. Louis, as was Charolais, is repelled by every agency that St. Louis can employ. Our trade, except as controlled by the Packet Company, is driven to Louisville and Cincinnati, and in order to secure cheap food we must resort to remote cities of the Northwest. St. Louis would grasp and monopolize our resources, and hedge us in on every hand, and railways are extended with this purpose on either side of Memphis. On either side the country is enriched, its population multiplied, its wealth rapidly augmented, but Memphis is not wholly ignored. Geographical and climatic laws are not to be despised. The Southeast still finds its shortest route to the grain and beam fields of the Northwest through Memphis, and Western mail will seek an outlet to the Gulf through the cheap Memphis route. St. Louis, as we have said, is repelled by the Memphis route, and thus the extent of our property restricting the extent of our trade; but when Greenville, Tate and McKinley have extended their plan, Memphis access to the riches of the River Valley and of Texas, and Ford and his associates, or either of three Northwestern railway corporations have connected Memphis with the Kansas Pacific road, then all that St. Louis has done to enrich and populate the West will be to the aggrandizement of Memphis.

THE PRESIDENT AND HIS CHILDREN.

No one can condemn Master and Nellie Grant, because they are escorted over Europe and honored by Kings and Queens. Grant travels, even as to money, by that route, "divine right" which governs the results of battles, and monarchs may well afford to honor his offspring. The children are not culpable, though a true American boy, properly reared, outside the atmosphere of West Point, would naturally shrink from the concession to Kings and Princes that he could be the equal of those who governed a people no less noble. But the President's conduct is reprehensible to the last degree. He deliberately insults every prodigy of the American people. He not only invests his own kindred with offices everywhere for which they are unqualified, but makes of his family a sort of patented nobility, but absolutely converts the general of our armies into a lackey-boy and sets to the bed room-servant to the American throne. While our brother-in-law, Grant, plays fantastic tricks, outraging decency and exciting the wonder and disgust of mankind, Grant's own son, audaciously flung along the whole route to high position, are shown through the courts of Europe as model specimens of American aristocracy, and this while the marvellous father of these innocents is asking a few people, despoiling themselves their own masters, to perpetuate his usurped authority and approve wrongs and insults tendered our institutions and habits of thinking in this conduct of his children.

HONORABLE GREELEY IS IN NOTHING A DEMOCRAT.

He was a Whig, and none the more for that, though his theories of American government may differ from our own. All this is confessed. It is also confessed that he is endowed with a share of moral courage, enabling him to adhere to his convictions. When such a man, having the power, proposes to obliterate in records of Federal legislation all recollections of all malignity, when he would make all States equal, even those of the South are now degraded by Grant and his Congress, it would be very absurd if we of the South hesitated and asked whether this agent

of beneficence were once a Whig, Democrat, Radical or Republican. Just now it is enough to know that he would make these Southern the equals of Northern States, clothing our people with every right of American citizenry. The refusal to support Horace Greeley that strange Democracy may be nominated to be defeated, is stupidity and folly unpardonable. To prefer Grant to Greeley is to prefer the empire and despotism to American freedom.

IF THE WORLD, AND OTHER SO-CALLED DEMOCRATIC PAPERS, HAD NOT ASSSENTED TO THE NOMINATION OF ADAMS BY THE CINCINNATI CONVENTION, AGREEING TO SUPPORT THIS DISTINGUISHED CITIZEN OF MASSACHUSETTS, IF NAMED, AND IF THESE PAPERS HAD NOT CONSTANTLY ASSISTED TO THE ANTICIPATED ACTION OF THIS BODY, INDUCING THOSE WHO ENTERED IT TO REPLY TO THE SUPPORT OF MR. GREELEY'S DEMOCRATIC OPPONENTS WOULD BE DEFENSIBLE. IF ADAMS HAD BEEN NOMINATED, THE APPROPRIATE WOULD HAVE BEEN, WITH MANY MISGIVINGS, TO HIS LEADERSHIP. THERE IS NO QUESTION OF PARTISANSHIP INVOLVED, AND ONLY THE RESTORATION OF REPUBLICAN FORMS AND GOVERNMENT. IT IS TO BE DETERMINED PRIMARILY WHETHER IT IS AN IMPERATIVE NECESSITY, OR A BEAN STATE, OR A CONGRESS OF REPUBLICAN STATES, AND WHETHER THESE STATES ARE TO BE PLUNGED TO POVERTY BY THIEVES OR BY ECONOMY AND HONESTY. THE ALLEGED REASON, THAT MR. GREELEY HAD BEEN IN THE ARMY, IS A REPUBLICAN, EVEN AS GRANT AND MORTON ARE IMPERIALISTS AND CONSOLIDATIONISTS: HE IS HONEST AND TRUTHFUL, EVEN AS OUR PRESENT MAJORS ARE FALSE AND GRANDIOSITY.

VOTE FOR THE BEST MEN, THOSE BEST KNOWN AND MOST FAVORABLY SPOKEN OF TO-DAY. BEWARE OF RINGS, AND EVEN OF THE APPEARANCE OF RINGS AND OF TUCKED PRE-WASHED DELEGATES. IT IS TO BE DETERMINED IN VIEW OF THE EARNESTNESS OF THE REFORMERS, LOCAL AND FEDERAL, THAT NO GOOD CITIZEN WILL REFUSE TO SERVE IF CHOSEN A DELEGATE TO THE CONVENTION. THERE IS NO REASON, THEREFORE, WHY ANY WARD OR CIRCULAR DISTRICT SHOULD BE DISGRACED BY THE CHARACTER OF ITS REPRESENTATIVES. IF THEY ARE WORTHY, HONEST CITIZENS, PROPER CANDIDATES OF THE REFORMERS' PARTY WILL BE NOMINATED FOR EVERY OFFICE, AND TOLERABLE DELEGATES TO THE CONVENTION. IF MEMPHIS HAD DIRECT RAILWAY ACCESS TO ST. LOUIS, IT WOULD BE MULTIPLIED BY RAILWAY LINES, ENRICHING THE COUNTRY AND PROMOTING INTERCOURSE BETWEEN THE TWO CITIES. ST. LOUIS IS SURELY BOLD, OR THOUGHTFUL, OR CONFIDENT, VAST DISTANCES OVERLOOKED WITH ACQUIESCENCE OF COMMERCIAL WEALTH. IF MEMPHIS HAD DIRECT RAILWAY ACCESS TO ST. LOUIS, THE SCHEME OF CONNECTING MEMPHIS AND KANSAS CITY WOULD NOT HAVE BEEN CONCEIVED AND POPULARIZED. ST. LOUIS RENDERS THE CONSTRUCTION OF THE PURPOSE AN IMPERATIVE NECESSITY. WHILE ST. LOUIS PROPOSES TO EXTEND LINES ON EITHER SIDE OF MEMPHIS INTO SOUTHEASTERN AND SOUTHWESTERN STATES, ALWAYS AVOIDING MEMPHIS, MEMPHIS DIRECTS LINES WEST AND NORTHWARD TO ST. LOUIS, THAT KANSAS AND NORTHWESTERN STATES AND TERRITORIES MAY HAVE CHEAPER ROUTES TO THE OCEAN AND DIRECT ACCESS TO THE SOUTH, WHICH CONNECTS WITH THE GREAT PRODUCE ARTICLES EXPORTED FROM THE NORTHWEST. FOUR DIFFERENT RAILWAY CORPORATIONS, FROM DIFFERENT POINTS WEST OF ST. LOUIS, ARE ENGAGED IN THE CONSTRUCTION OF ROADS DESIGNED TO REACH THE MISSISSIPPI AT MEMPHIS. (THE RESOURCES OF THESE CORPORATIONS ARE NOT ACCURATELY ADVISED; BUT THAT ST. LOUIS'S SELFISH, ALL-GRASPING POLICY IS NOT TO BE DOUBTED. LOWER RICH MEMPHIS MAY BECOME ST. LOUIS, IF THE COMMERCIAL RELATIONS OF THE TWO CITIES BE MOST INTIMATE, WILL GAIN MOST NEXT AFTER MEMPHIS BY THE PROSPERITY OF MEMPHIS. MEMPHIS, NATURALLY A LOWER FALLOW OF ST. LOUIS, AS WAS CHAROLAIS, IS REPELLED BY EVERY AGENCY THAT ST. LOUIS CAN EMPLOY. OUR TRADE, EXCEPT AS CONTROLLED BY THE PACKET COMPANY, IS DRIVEN TO LOUISVILLE AND CINCINNATI, AND IN ORDER TO SECURE CHEAP FOOD WE MUST RESORT TO REMOTE CITIES OF THE NORTHWEST. ST. LOUIS WOULD GRASP AND MONOPOLIZE OUR RESOURCES, AND HEDGE US IN ON EVERY HAND, AND RAILWAYS ARE EXTENDED WITH THIS PURPOSE ON EITHER SIDE OF MEMPHIS. ON EITHER SIDE THE COUNTRY IS ENRICHED, ITS POPULATION MULTIPLIED, ITS WEALTH RAPIDLY AUGMENTED, BUT MEMPHIS IS NOT WHOLLY IGNORED. GEOGRAPHICAL AND CLIMATIC LAWS ARE NOT TO BE DESPISED. THE SOUTHEAST STILL FINDS ITS SHORTEST ROUTE TO THE GRAIN AND BEAM FIELDS OF THE NORTHWEST THROUGH MEMPHIS, AND WESTERN MAIL WILL SEEK AN OUTLET TO THE GULF THROUGH THE CHEAP MEMPHIS ROUTE. ST. LOUIS, AS WE HAVE SAID, IS REPELLED BY THE MEMPHIS ROUTE, AND THUS THE EXTENT OF OUR PROPERTY RESTRICTING THE EXTENT OF OUR TRADE; BUT WHEN GREENVILLE, TATE AND MCKINLEY HAVE EXTENDED THEIR PLAN, MEMPHIS ACCESS TO THE RICHES OF THE RIVER VALLEY AND OF TEXAS, AND FORD AND HIS ASSOCIATES, OR EITHER OF THREE NORTHWESTERN RAILWAY CORPORATIONS HAVE CONNECTED MEMPHIS WITH THE KANSAS PACIFIC ROAD, THEN ALL THAT ST. LOUIS HAS DONE TO ENRICH AND POPULATE THE WEST WILL BE TO THE AGGRANDIZEMENT OF MEMPHIS.

GENERAL CORRESPONDENCE.

OVER THE PLAINS.

A Buffalo is a Bad Fix--A Question of Morals and Pagan Phil--A Railway King and his Morals--A Million--Advice to the Wanderers of Summer-time.

THE PASSENGER TRAIN RAN INTO THE MOUTH OF BUFFALO.

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of beneficence were once a Whig, Democrat, Radical or Republican. Just now it is enough to know that he would make these Southern the equals of Northern States, clothing our people with every right of American citizenry. The refusal to support Horace Greeley that strange Democracy may be nominated to be defeated, is stupidity and folly unpardonable. To prefer Grant to Greeley is to prefer the empire and despotism to American freedom.

IF THE WORLD, AND OTHER SO-CALLED DEMOCRATIC PAPERS, HAD NOT ASSSENTED TO THE NOMINATION OF ADAMS BY THE CINCINNATI CONVENTION, AGREEING TO SUPPORT THIS DISTINGUISHED CITIZEN OF MASSACHUSETTS, IF NAMED, AND IF THESE PAPERS HAD NOT CONSTANTLY ASSISTED TO THE ANTICIPATED ACTION OF THIS BODY, INDUCING THOSE WHO ENTERED IT TO REPLY TO THE SUPPORT OF MR. GREELEY'S DEMOCRATIC OPPONENTS WOULD BE DEFENSIBLE. IF ADAMS HAD BEEN NOMINATED, THE APPROPRIATE WOULD HAVE BEEN, WITH MANY MISGIVINGS, TO HIS LEADERSHIP. THERE IS NO QUESTION OF PARTISANSHIP INVOLVED, AND ONLY THE RESTORATION OF REPUBLICAN FORMS AND GOVERNMENT. IT IS TO BE DETERMINED PRIMARILY WHETHER IT IS AN IMPERATIVE NECESSITY, OR A BEAN STATE, OR A CONGRESS OF REPUBLICAN STATES, AND WHETHER THESE STATES ARE TO BE PLUNGED TO POVERTY BY THIEVES OR BY ECONOMY AND HONESTY. THE ALLEGED REASON, THAT MR. GREELEY HAD BEEN IN THE ARMY, IS A REPUBLICAN, EVEN AS GRANT AND MORTON ARE IMPERIALISTS AND CONSOLIDATIONISTS: HE IS HONEST AND TRUTHFUL, EVEN AS OUR PRESENT MAJORS ARE FALSE AND GRANDIOSITY.

VOTE FOR THE BEST MEN, THOSE BEST KNOWN AND MOST FAVORABLY SPOKEN OF TO-DAY. BEWARE OF RINGS, AND EVEN OF THE APPEARANCE OF RINGS AND OF TUCKED PRE-WASHED DELEGATES. IT IS TO BE DETERMINED IN VIEW OF THE EARNESTNESS OF THE REFORMERS, LOCAL AND FEDERAL, THAT NO GOOD CITIZEN WILL REFUSE TO SERVE IF CHOSEN A DELEGATE TO THE CONVENTION. THERE IS NO REASON, THEREFORE, WHY ANY WARD OR CIRCULAR DISTRICT SHOULD BE DISGRACED BY THE CHARACTER OF ITS REPRESENTATIVES. IF THEY ARE WORTHY, HONEST CITIZENS, PROPER CANDIDATES OF THE REFORMERS' PARTY WILL BE NOMINATED FOR EVERY OFFICE, AND TOLERABLE DELEGATES TO THE CONVENTION. IF MEMPHIS HAD DIRECT RAILWAY ACCESS TO ST. LOUIS, IT WOULD BE MULTIPLIED BY RAILWAY LINES, ENRICHING THE COUNTRY AND PROMOTING INTERCOURSE BETWEEN THE TWO CITIES. ST. LOUIS IS SURELY BOLD, OR THOUGHTFUL, OR CONFIDENT, VAST DISTANCES OVERLOOKED WITH ACQUIESCENCE OF COMMERCIAL WEALTH. IF MEMPHIS HAD DIRECT RAILWAY ACCESS TO ST. LOUIS, THE SCHEME OF CONNECTING MEMPHIS AND KANSAS CITY WOULD NOT HAVE BEEN CONCEIVED AND POPULARIZED. ST. LOUIS RENDERS THE CONSTRUCTION OF THE PURPOSE AN IMPERATIVE NECESSITY. WHILE ST. LOUIS PROPOSES TO EXTEND LINES ON EITHER SIDE OF MEMPHIS INTO SOUTHEASTERN AND SOUTHWESTERN STATES, ALWAYS AVOIDING MEMPHIS, MEMPHIS DIRECTS LINES WEST AND NORTHWARD TO ST. LOUIS, THAT KANSAS AND NORTHWESTERN STATES AND TERRITORIES MAY HAVE CHEAPER ROUTES TO THE OCEAN AND DIRECT ACCESS TO THE SOUTH, WHICH CONNECTS WITH THE GREAT PRODUCE ARTICLES EXPORTED FROM THE NORTHWEST. FOUR DIFFERENT RAILWAY CORPORATIONS, FROM DIFFERENT POINTS WEST OF ST. LOUIS, ARE ENGAGED IN THE CONSTRUCTION OF ROADS DESIGNED TO REACH THE MISSISSIPPI AT MEMPHIS. (THE RESOURCES OF THESE CORPORATIONS ARE NOT ACCURATELY ADVISED; BUT THAT ST. LOUIS'S SELFISH, ALL-GRASPING POLICY IS NOT TO BE DOUBTED. LOWER RICH MEMPHIS MAY BECOME ST. LOUIS, IF THE COMMERCIAL RELATIONS OF THE TWO CITIES BE MOST INTIMATE, WILL GAIN MOST NEXT AFTER MEMPHIS BY THE PROSPERITY OF MEMPHIS. MEMPHIS, NATURALLY A LOWER FALLOW OF ST. LOUIS, AS WAS CHAROLAIS, IS REPELLED BY EVERY AGENCY THAT ST. LOUIS CAN EMPLOY. OUR TRADE, EXCEPT AS CONTROLLED BY THE PACKET COMPANY, IS DRIVEN TO LOUISVILLE AND CINCINNATI, AND IN ORDER TO SECURE CHEAP FOOD WE MUST RESORT TO REMOTE CITIES OF THE NORTHWEST. ST. LOUIS WOULD GRASP AND MONOPOLIZE OUR RESOURCES, AND HEDGE US IN ON EVERY HAND, AND RAILWAYS ARE EXTENDED WITH THIS PURPOSE ON EITHER SIDE OF MEMPHIS. ON EITHER SIDE THE COUNTRY IS ENRICHED, ITS POPULATION MULTIPLIED, ITS WEALTH RAPIDLY AUGMENTED, BUT MEMPHIS IS NOT WHOLLY IGNORED. GEOGRAPHICAL AND CLIMATIC LAWS ARE NOT TO BE DESPISED. THE SOUTHEAST STILL FINDS ITS SHORTEST ROUTE TO THE GRAIN AND BEAM FIELDS OF THE NORTHWEST THROUGH MEMPHIS, AND WESTERN MAIL WILL SEEK AN OUTLET TO THE GULF THROUGH THE CHEAP MEMPHIS ROUTE. ST. LOUIS, AS WE HAVE SAID, IS REPELLED BY THE MEMPHIS ROUTE, AND THUS THE EXTENT OF OUR PROPERTY RESTRICTING THE EXTENT OF OUR TRADE; BUT WHEN GREENVILLE, TATE AND MCKINLEY HAVE EXTENDED THEIR PLAN, MEMPHIS ACCESS TO THE RICHES OF THE RIVER VALLEY AND OF TEXAS, AND FORD AND HIS ASSOCIATES, OR EITHER OF THREE NORTHWESTERN RAILWAY CORPORATIONS HAVE CONNECTED MEMPHIS WITH THE KANSAS PACIFIC ROAD, THEN ALL THAT ST. LOUIS HAS DONE TO ENRICH AND POPULATE THE WEST WILL BE TO THE AGGRANDIZEMENT OF MEMPHIS.

GENERAL CORRESPONDENCE.

OVER THE PLAINS.

A Buffalo is a Bad Fix--A Question of Morals and Pagan Phil--A Railway King and his Morals--A Million--Advice to the Wanderers of Summer-time.

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